SECTION NO.

Mysore Secy

Previous references

File No. 64/G of 1926-27

Later references

Serial Nos. 1-2

# RAILWAY SECRETARIAT

SUBJECT

Informing the Resy. that Mysore Govt. do not contemplate the construction of the Hassan-Mangalore Rly. at present or in the near future.

WD 480—GBPM—1,000—1-10-25.

# RAILWAY SECRETARIAT.

Abstract of important references received on 24th January 1927.

| Serial No. | From whom received | Brief abstract |
|---|---|---|
| 1. | The Secretary to the Hon'ble the Resident in Mysore, Bangalore.<br><br>(No.735/221D-1915, dated 22nd January 1927). | Forwards for information, a copy of letter No.14357/E/26-1, dated the 25th November 1926, from the Government of Madras, to the Railway Board and requests to be favoured with the present views of the Mysore Government on the proposed Hassan-Mangalore Railway for communication to the Government of India. (Copies attached). |

WANT OFFICE.
25 JAN. 1927
5464

Mysore, 24th Jany., 1927.

for Secretary to the Government of Mysore for Railways.

To Amin-ul-Mulk
Mirza Md.Ismail, Esq., B.A., O.B.E., C.I.E.,
Dewan of Mysore.

MRM-192-1000-4-5-1921

VRB.

C 377 & 26-27.

1

Railway Secretariat | File No. of 192 .

Serial No.

P.W.D.

Diary No.1296 dated 24th January 1927.

P.1(a)

Letter No.735/221 D-1915 dated 22nd January '27 from the Secretary to the Hon'ble the Resident in Mysore forwarding a copy of letter No.14357/E/26-1 dated 25th November 1926 from the Government of Madras to the Railway Board on the proposed Hassan-Mangalore Railway and requesting that the Hon'ble the Resident may be favoured with the present views of the Mysore Government on the subject.

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Flag $O_2$

Copy of the Proceedings of the informal discussion held at the Residency, Bangalore, on 2nd January 1926, at which the Chief Commissioner for Railways was also present, is placed in the file and please see para 2 thereof.

Flag $A_2$

Submitted with reference to Dewan's Minutes -- dated 25-1-1927 on the Daily Report on the subject.

27.1.27

The Kadur District Board want a line from Chickmagalur to Mudgere. From an engineering point of view a better connection can be made from Belur to Mudgere and a line can easily be made from Hassan to Chickmagalur via Belur.

Mudgere is only 14 miles from our frontier and is at the top of the ghat. There would appear to be

no great difficulty in making a railway from Hassan to Mangalore via Belur and Mudgere with a connection from Belur to Chickmagalur and an extension from Chickmagalur to Kadur. It would have the great advantage of bringing practically the whole of the expensive section inside British Territory instead of being nearly all inside the State as is the case in the proposed alignment from Hassan via Saklespur. It also avoids the necessity for a large bridge over the Netravati River.

It is not 20 ½ ?

The 14 miles from Mudgere to the frontier would cost only about 1½ lakhs per mile. This line would fit in with our ideas of Malnad railways and would serve the country now being extensively opened out by Messrs. Brooke-Bonds for tea cultivation. It has considerable attractions and I think requires to be investigated. By the Saklespur route the section inside the State is 49 miles in length and according to Mr. Richards' revised estimate of 1917 would cost Rs.86 lakhs if made on the metre gauge and Rs.50 lakhs if on the 2 ft. 6 ins. gauge and the net earnings would be about 2.3 per cent. These figures, if revised to suit present conditions, would not be so favourable as prices have gone up and motor bus competition has to be considered. The 14 miles from Mudgere by the more northern route would cost about 21 lakhs on the metre gauge.

Flag X 3

The Bhatkal Harbour is so expensive that there seems to be no prospect of the scheme being carried

Railway Secretariat | File No. of 192

Serial No.

for many years to come. Without giving it up, however, I think that we can say that we are prepared to investigate the Hassan-Mangalore project taking -- Mudgere as a fixed point on it. I have motored from Chickmagalur to within a mile of the frontier. There is heavy cart traffic on the road and buses run between Mangalore and Chikmagalur and Chickmagalur and Kadur. There are no great difficulties within our frontier and I do not think that the ghat section -- which will lie inside British Territory will be more expensive or difficult to work than the ghat section inside the State which up to now has been considered as an essential part of the Mangalore-Hassan Railway.

Dewan)

28/1/27

DEWAN'S OFFICE

53-99

D.no: 1296
D 28/1/27

RAILWAY SECRETARIAT
RECEIVED
4.4.27
DEPT. OF RAILWAYS

C. Secy
May be circulated to the Members of Council for their remarks.
1.4.27

4/4/27

To Chief Secretary

D.No: 1296
D 4/4/27

C. S. circulated
per DW

P.T.O

(For Disposal by Circulation)

No. C.377

of 1926-27.

# GENERAL AND REVENUE SECRETARIAT.

## COUNCIL MATTER.

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## SUBJECT.

Hassan-Mangalore Railway Project.

## CIRCULATED TO THE MEMBERS OF COUNCIL.

By Order,

6th April 1927.

Chief *Secretary to Government.*

---

**Extraordinary Member of Council.**

1032/6/4 **First Member of Council.** Opinion recorded by the Member.

**Second Member of Council.** (on leave)

1732/7/4 Third Member of Council.

WD 2670—GPB—1000—6-15-17

WD 1280—GBPM—3,000—20-5-26

4

| Railway Secretariat | File No. | of 192 |
|---|---|---|
| | Serial No. | |

The financial position of Mysore ~~as~~ in future years would have been very strong if we had, by Good luck, Concentrated on Bhatkal Harbour in preference to some of our other Schemes; & I think we have done the right thing in slowly reaching towards Bhatkal in our Shimoga Bararle Scheme.

As regards other lines. What with our financial stringency on the one hand, & the Empty Coffers on the other, it is ~~impossible~~ for officers to give any kind of promise. The Madras Govt or Board, agrees to finance and run the line (via mudgere as proposed by Mr Dove Wilson) ~~as~~ through a private Company, Subject to our Sovereignty, the usual terms that Govt accepts may be agreed to for a fixed period of years. ~~If the Railway Secretariat agrees to this idea, details can be worked up after getting the reqd references.~~

^ from private Companies

Lee
6/4/27.

I am inclined to agree with ~~the~~ Mr Dove-Wilson regarding the desirability of a line ~~of~~ to Mangalore via Mudgere. This will serve the coffee Dts of Hassan & Kadur & a large part of the Malnad. The Bhatkal connection may also come in the future. I am not in favour of allowing the S. Kanara Dt Board or a private

WD 1280—GBPM—3,000—20-5-26

5

| Railway Secretariat | File No. | of 192 . C 8X |
|---|---|---|
| | Serial No. | |

Company to construct the line within the State.
I think we have to take account of the probability that when the Cochin Harbour is developed, the other major ports on the West Coast, including Mangalore, are likely to decrease in importance.

C8X
8/4/27

C8X

Dewan .

MM
(8/4

Mr seems a hopeless proposal so far as we are concerned — although for the present or the near future. If the Loan was financially impossible on the pre-Motor (bus) days it is even more so now. I would suggest a reply being sent to the Govt., stating that we do not contemplate the construction of this Loan. Govt's approval has the object therefore.

MM
14.4.27

Draft Sent
MM
19/4/27.

To Secy, Ry Depn with compliments for favour of sending a draft reply and submission note as above. MM
(8/4

DEWAN'S OFFICE.
Received on
11. APR. 1927
Reg. No 8090.

RAILWAY SECRETARIAT
RECEIVED.
20 APR 1927
GOVERNMENT OF INDIA

Ry. 4]

WD 1280—GBPM—3,000—20-5-26

6

| Railway Secretariat | File No. of 192 . |
|---|---|
| Serial No. | |

DEWAN'S OFFICE.
Received on
25. APR. 1927
Reg No. 8395

D.no.1296
24/4/27

**Draft Submission Note is submitted for approval**

21/4
24/4

22/4/27

Dewan. 22/4/27

26/4/27.

*Submitted to His Highness.*

The Secretary to the Hon'ble the Resident in Mysore in forwarding a copy of letter No.14357/E/26-1 dated the 25th November 1926 from the Government of Madras to the Railway Board, requests to be favoured with the present views of the Mysore Government on the proposed Hassan-Mangalore Railway for communication to the Government of India.

In his Note dated 28th January 1927, the Secretary for Railways (Mr. Dove Wilson) states that there would appear to be no great difficulty in making a railway from Hassan to Mangalore via Belur and Mudgere with a connection from Belur to Chickmagalur and an extension from Chickmagalore to Kadur. He further adds that the Bhatkal Harbour is so expensive that there seems to be no prospect of the scheme being carried out for many years to come and that without giving it up, he thinks that the Residency may be informed that the Mysore Government are prepared to investigate the Hassan-Mangalore project taking Mudgere as a fixed point on it.

When the file was circulated among the Members of Council, the First Member has minuted as under :-

"The financial position of Mysore in future years would have been very strong if we had, by good luck, concentrated on Bhatkal Harbour in preference to some of our other schemes; and I think we have done the right thing in slowly reaching towards Bhatkal in our Shimoga-Arasalu Scheme.

As regards other lines, what with our financial stringency on the one hand and the competition of buses on the other, it is difficult to give any kind of promise. If the District Board or Madras Government agrees to finance and run the line (via Mudgere as proposed by Mr. Dove Wilson) through private Company, subject to our sovereignty, the usual terms that British Government accepts from private Companies may be agreed to for a fixed period of years. If the Railway Secretariat agrees to this idea, details can be

worked up after getting the required references".

Pages 4 & 5 of Office Notes

The Third Member of Council has minuted as under :-

"I am inclined to agree with Mr. Dove Wilson regarding the desirability of a line to Mangalore via Mudgere. This will serve the Coffee Districts of Hassan and Kadur and a large part of the Malnad. The Bhatkal connection may also come in the future. I am not in favour of allowing the South Kanara District Board or a private company to construct the line within the State. I think we have to take account of the probability that when the Cochin Harbour is developed, the other minor ports on the West Coast, including Mangalore are likely to decrease in importance".

Page 5 of do

The Dewan is of opinion that this appears to be a hopeless project so far as we are concerned at any rate for the present or the near future. If the line was financially impossible in the pre-motor (bus) days, it is even more so now. The accompanying draft letter to the Secretary to the Hon'ble the Resident in Mysore intimating that there has been no change in the views of His Highness Government about the construction of the Hassan-Mangalore Railway and that the Mysore Government do not contemplate the construction of this line at present or in the near future may therefore be graciously approved.

H

K. Chandy.

DEWAN. (In-charge).

Bangalore,
26th April 1927.

**Record of Cases submitted for the Orders of His Highness the Maharaja.**

## *Subject.*

Draft reply to the Residency on the subject of construction of the Hassan-Mangalore Railway.

619

## *Order.*

~~KRW~~

28/4/27

Chief Sec
Sec/Judl
S/S.

C 377.

General and Revenue Secretariat

SUBJECT

Draft reply to the Residency on the subject of Construction of the Hassan Mangalore Railway.

(*)

31. All urgent or confidential files returned with His Highness' orders may, in the absence of instructions or indications to the contrary, be ordinarily circulated to the Members of Council for perusal after the issue of orders.

33. The Secretaries concerned should see that orders in the cases referred to above are issued at once and that the files are returned immediately after to the Chief Secretary for circulation to the Members.

34. In all other cases, the files will first be circlated to the Members of Council at headquaters and then sent to the Secretariat coneerned for the issue of orders.

Circulated to Members of Council for perusal of His Highness' orders before /after issue of orders. (*Vide* Rules 31, 33 and 34 of the Subsidiary Rules for the conduct of business of Council in the Manual of Council Rules and Procedure.)

By Order,

S Bhagappa
*Chief Secretary to Government. in charge*

Through the Secretary to Government,

..... .....Department.

FIRST MEMBER OF COUNCIL. (Seen)

SECOND MEMBER OF COUNCIL. (Concurred) Minute 9/5/27

Mind
~~EXTRA~~/MEMBER OF COUNCIL. 9/5/27

6647/7/5

2948 6.5.27

NOTE—Contnl sheet.

RAILWAY SECRETARIAT RECEIVED. 10-5-1927 DEPARTMENT OF MYSORE

Railway Secy, with Compts.
9/5

9/5-7.

WD 1280—GBPM—3,000—20-5-26

| Railway Secretariat | File No. | of 192 |
|---|---|---|

| Serial No. | |
|---|---|
| | Sub'd: with draft for favour of Signature<br>10.5.27<br>10/5/27 |
| 2 | Issued vide no. 1911 dt 10/11th May 1927. |

Meeting held at the Residency, Bangalore on
2nd January 1926.

---

Present.

1. The Resident in Mysore.
2. Sir Albion R. Banerji, Dewan of Mysore.
3. Sir Clement Hindley, Chief Commissioner for Rys.
4. Mr. A. A. Biggs, Agent, M. & S. M. Ry., Co.,
5. " C. Dove Wilson, Secretary & Agent, Mysore Rys.

---

x x x
x x x
x x x

2. Connecting the Mysore Railways with the West Coast and with the Metre Gauge systems in the South of India.

The Dewan explained that the Mysore Government are primarily interested in opening up the Malnad and with gaining access to a sea-port at Bhatkal. With this object steps are now being taken to resume the construction of the Shimoga-Arasalu section which forms part of the alignment of the Shimoga-Bhatkal Railway. This line will be built on the Metre Gauge. This Government are not interested in the Hassan-Managalore porject nor have they considered the development of Coorg. As regards extension towards the South, the Dewan explained that it depended upon what the South Indian Railway will do. If the Dindigul-Palghat Railway is constructed and a suitable connection on the metre gauge is made to the Mysore Boundry south of Chamarajanagar, the requirements of the State will be suitably met and the Mysore Government will construct the short section from Chamarajanagar to the frontier. The Mysore Government could not contribute towards any part of the Cost of the Railways outside the limits of the State, nor could it agree to give any guarantee against possible loss in working.

## ROUGH ESTIMATE OF COST OF HASSAN-MANGALORE RAILWAY.

(As per Mr.Richards' Estimate of 1917). — Mag-X3

| | Mysore Section. | | | British Section. | | | Total Length. | | |
|---|---|---|---|---|---|---|---|---|---|
| | 49 Miles. | 49.84 Miles. | 50.68 Miles. | 59 Miles. | 59.16 Miles. | 59.32 Miles. | 108 Miles. | 109 Miles. | 11 Mil |
| | Metre Gauge. | 2'-6" Gauge. | 2'-0" Gauge. | Metre Gauge. | 2'-6" Gauge. | 2'-6 Gauge. | Metre Gauge. | 2'-6" Gauge. | 2' Gau |
| Capital Cost. | 85,72,111 | 49,55,774 | 33,63,298 | 67,45,889 | 52,35,226 | 41,63,702 | 1,53,18,000 | 1,01,91,000 | 75, |
| Rate per mile. | 1,79,023 | 99,434 | 66,363 | 1,37,671 | 88,493 | 70,191 | 1,41,833 | 93,495 | |
| Gross Earnings. .... | | | | | | | 14,40,000 or Rs 256 per mile per week | | |
| Working Expenses (60 per cent).. | | | | | | | 8,64,000 | | |
| Net Earnings. ... | | | | | | | 5,76,000 | | |
| Percentage on Capital cost. ... | | | | | | | (3.76) | | |

This will be reduced to 2.36 if the working Expenses at 75% of gross Earnings (5) [illegible] to the ordinary M.C. [illegible] that section.)

| Sl. No. | Sections of Railway. | Report & Project Estimate prepared for | | | | |
|---|---|---|---|---|---|---|
| | | Gauge. | Length Miles. | Cost Rs. | Cost per mile with Rolling Stock. | |
| 1. | Sagar-Arasalu Railway. | 3'-3 3/8" | 25.43 | 22,88,311 (Included in (2) below). | 90,000 | as per Estimate recd on July 21. |
| 2. | Arasalu-Bhatkal Railway. | -do- | 83.29 | 1,44,56,185 | 1,73,559 | (as per |

Submitted to Assistant Secretary.

For cost of Bhatkal Harbour, please see page 7 of the Report by the late Mr.Anthony G. Lyster (flag A) and to para 3 of the Note by Mr.D.G. Dani, then Agent, Mysore Railways (flag B).

27.1.27

28/1/27

All communications should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

No. 735 Enc. 1
221D-1915

From

Major K. A. C. Evans Gordon,

SECRETARY to the RESIDENT in MYSORE.

To

The Secretary to the Government of Mysore
for Railways.

RAILWAY SECRETARIAT
RECEIVED.

Dated Bangalore, 22nd January 1927.

Subject.

1290 Inclosure in draft Agenda Included 24/1/27 HASSAN-MANGALORE RAILWAY.

Sir,

I am directed to invite a reference to the correspondence ending with Mr. Cater's letter No.7475, dated the 19th September 1923 and to forward, for information, a copy of a letter No.14357/E/26-1, dated the 25th November 1926, from the Government of Madras to the Railway Board. I am to request that the Resident may be favoured with the present views of the Mysore Government on the proposed Hassan-Mangalore Railway for communication to the Government of India.

2. The favour of an early reply is requested.

I have the honour to be,

Sir,

Your most obedient servant,

K Evans-Gordon

Major.
SECRETARY TO THE RESIDENT.

Bj

Letter No.14357-E/26-1, dated the 25th November 1926, from the Secretary to the Government of Madras, Public Works & Labour Department, to the Secretary, Railway Board, Delhi.

---:O:---

Hassan-Mangalore Railway.

I am directed to invite attention to paragraph 6 of the Railway Board's letter No.308-P, dated 21st August 1923 wherein it was stated that the Mysore Government were not willing to co-operate in the construction of the Hassan-Mangalore Railway. Since then, the South Kanara District Board has on more than one occasion pressed on this Government the importance of constructing the Railway and agreed to furnish the required guarantee. I am therefore to enquire whether there has been any change in the views of the Mysore Govemment in the matter and what chances there are of the line being constructed in the near future.

---:O:---

"C O P Y"

REGISTRAR, RESIDENT'S OFFICE.

Diary no: 1625 dt 16/3/27

Notes on the construction of Hassan-Mangalore & Hassan-Chickmagalur Railways are placed on the file.

Signed) G. Dave Wilson
16/3/27

Diary no: 1625 dt 16/3/27

Office of the Dewan of Mysore
dt 15/3/1927

The accompanying extract from the Address proposed to be presented to the Dewan Municipal Council, Hassan, during his ensuing tour in that district is forwarded, with compliments to the Railways Secretary to Government for favour of furnishing a note on the request made therein, before tomorrow evening.

By order

Signed) M.S. Ramachandra Rao
Private Secy: to Dewan

## HASSAN-CHICKMAGALUR RAILWAY.

The construction estimate made in 1914 has been revised and an estimate of probable traffic earnings has been recently made by Mr.Rangachar, Assistant Traffic Superintendent. The construction of the line presents no engineering difficulties, a ruling grade of 1 in 100 being easily obtainable. The estimated cost, including rolling stock is

| | |
|---|---|
| Length .. | 35.5 miles. |
| Cost per mile | Rs.71,893. |
| Total cost. | " 25,52,201 |

The estimated traffic earnings per annum are:-

| | |
|---|---|
| Coaching Traffic. | Rs.44,300. |
| Goods -do- | " 24,300 |
| Total | " 68,600 |

The earnings amount to only Rs.37 a mile a week or about half the usual working expenses of a line of this nature and as the total receipts, without deducting any working expenses, come to only 2.7 per cent of the capital cost the line is financially impossible. The line runs through a sparsely populated tract and most of the traffic to and from Chickmagalur is from and to places north of Kadur. It is estimated that very little of this traffic would find its way into this proposed Railway.

16/3

Mysore,
16-3-1927.
VRB.

Secretary for Railways,
Government of Mysore.

## HASSAN-MANGALORE RAILWAY.

50 miles of this proposed railway lie within the limits of the State and the cost of this portion has been estimated at Rs.85¾ lakhs if made on the Metre Gauge and 49½ lakhs if made on the 2'-6" gauge. The financial prospects of the undertaking are poor and owing to the large sum required for its -- construction there is no immediate prospect of its being put in hand.

16/3

Mysore,
16-3-1927.
VRB

Secretary for Railways,
Government of Mysore.

To

The Secretary to the Resident.

Subject.-

Hassan-Mangalore Railway.

Sir,

B.U.D.

with reference to the correspondence ending with your letter No.735/221 D 1915 dated 22nd January 1927, requesting to be furnished with the present views of the Mysore Govt. on the proposed Hassan-Mangalore Railway, I am directed to state that there has been no change in the views of His Highness' Govt. about the construction of the [redacted] railway. The Mysore Govt. do not contemplate the construction of this line at present or in the near future.

I have, etc.,

Chief Secretary to Govt.

MRN.

Ry. 2]

**RAILWAY SECRETARIAT,**

No. 1911 /Fl. 64/G.. *Mysore, Dated* 10th May *1927*

9/11/5/27

*From* The Secretary to the Government of Mysore for Railways,

Mysore.

*To*

The Secretary to the Hon'ble the Resident in Mysore,
Bangalore.

Hassan-Mangalore Railway.

Sir,

With reference to the correspondence ending with your letter No.735/221-D.1915, dated 22nd January 1927, requesting to be furnished with the present views of the Mysore Government on the proposed Hassan-Mangalore Railway, I am directed to state that there has been no change in the views of His Highness' Government about the construction of this railway. The Mysore Government do not contemplate the construction of this line at present or in the near future.

I have the honour to be,
Sir,
Your most obedient servant,

O/C Secretary for Railways,
Government of Mysore

VRB.

10.5.27